

## PROPOSES A VACUUM AIRSHIP

## STELL SHEEL WITH NOTHING IN IT THE DE BAUSSET IDEA.

Would Be Lighter Than a Shell Full of Hydrogen and If It Carried the Pump It Would Never Have to Descend for a Supply of More Vacuum.

Of all the various vehicles built or projected for aerial transportation purposes the most beguiling in idea is put forward in the August number of *Meccanica* by C. A. McCready of 301 Produce Exchange, this city. Mr. McCready does not assume credit for the structure he proposes for the conquest of the air, but declares that the idea which he has propounded was worked out by the late Dr. Arthur de Bausset, "a physician by profession and a scientist of very high attainments." Mr. McCready holds that an airship can only be a real success when it is a commercial success. His theme is the use of a vacuum, partial or absolute, in place of the use of a gas balloon on the one hand or of a heavier than air machine dependent upon motive power to remain aloft on the other hand. By the proper application of the principle of deflation—exhausting the air and leaving a vacuum—he says it will be found that all of the requirements for a commercial airship, requirements which both the balloon and heavier than air types now fail in, can be met. His subject is "The Commercial Airship."

"Let us assume," he says, "a thin steel cylinder of high tensile strength, say 1/16 inch, so as to permit of the lightest construction consistent with safety, the diameter to be about 180 feet and (including cones at either end to facilitate passage through the air) of an extreme length of say 750 feet from apex to apex of the cones; the cylinder and cones to be supported internally by a system of bracing, light in weight but so constructed as to prevent collapse or buckling when the air is exhausted. By the proper application of the principle of deflation—exhausting the air and leaving a vacuum—he says it will be found that all of the requirements for a commercial airship, requirements which both the balloon and heavier than air types now fail in, can be met. His subject is "The Commercial Airship."

Of the anticipated objection that such a construction is impracticable Mr. McCready says that this must be dismissed for the present, and that his explanation is that "the entire system has been worked out to the final detail and attested by engineers of national reputation." He says that such a body—or "envelope," as the engineers call it—described could contain over 420 net tons of air. The weight of the cylinder with its internal bracing, attached cone and all necessary furnishings would be roughly 270 tons net as he figures it, leaving an extreme lifting force of about 150 tons with the air entirely exhausted from the cylinder, a vacuum of course being lighter than any gas.

"Leaving say fifty tons of air in the cylinder as a reserve," he goes on, "there would still remain a lifting force of 100 net tons or 200,000 pounds, the equivalent in weight of at least 1,000 men."

Coming down to the workings of the ship so devised, Mr. McCready says that when the car is loaded ready to be transported pumps are set to work to exhaust the air from the cylinder, and when the weight of the air exhausted overbalances the weight of the airship and its load it will rise; "and as more air is exhausted the airship rises higher until the desired height is reached, whether it be a few feet above the ground or high above the clouds."

To descend it is only necessary to open valves and allow air to enter until the added weight causes the airship to descend. This rising and descending can be adjusted at the will of the pilot so as to take advantage of whatever atmospheric level is most favorable for navigation. The airship does not have to come back to earth for gas.

The writer points out that whereas the ship has at times to combat the combined fury of waves and wind, the airship of this model would sustain one less element of danger through its flight. It would change its specific gravity at will. It could rise above storms near the earth or descend beneath them, encountering high among the clouds. Mr. McCready says that while this would depend partly on varying conditions met, a minimum of 100 miles per hour is provided for. Bearing in mind the speed actually attained by the crude devices now on exhibition here and abroad, this estimate for the speed of the constructed airship capable of carrying the necessary machinery does not seem extreme. This would permit a passage across the Atlantic in one or two days. The same rate of speed in a continuous trip—which is well within the limits of possibility—would permit of circumnavigating the earth in ten days.

Before outlining the plan of his own commercial airship Mr. McCready in his paper analyzed the conditions governing the types of airships and balloons now in use, in order to lead up to the advantages his type has over the present crude devices. After having explained his machine, however, he becomes enthusiastic. "The vacuum airship may exert an influence almost incalculable on human affairs," he says. "What better health resort can be imagined than the upper air for victims of tuberculosis and kindred ailments? What better method of exploring distant regions now almost inaccessible and searching out their hidden treasures? How better could relief be carried to famine-stricken districts?"

Unlike the balloons and dirigible machines of the present, this airship was not designed for war purposes. That it would be useful in time of war is self-evident. But it is hoped that it may be more useful in building and supplying the fortifications that could be so easily destroyed, and of maintaining large armies that could be so easily put out of action by it.

"With commercial success achieved, all other needs could be readily met."

## FATHER CHIDWICK'S NEW POST.

Former Fighting Chaplain to Be President of St. Joseph's Seminary.

The Rev. John P. Chidwick, former chaplain in the United States navy and at present rector of the Church of St. Ambrose in West Fifty-fourth street, has been appointed president of St. Joseph's Seminary, at Dunwoodie, N. Y., where the young men are educated for the Roman Catholic priesthood. The appointment emanated from Archbishop Farley, who is in Rome, and is executed by Mr. Mooney, who administers the diocese in the Bishop's absence.

Father Chidwick was born in this city forty-six years ago and received his education in St. George's parochial school, Manhattan College and St. Joseph's Seminary in Troy.

In 1895 he was appointed chaplain in the navy. After the Maine was blown up, Capt. Sigbee said in a dispatch to the Navy Department that the courage of Father Chidwick, Catholic chaplain of the ship, was beyond praise. He became pastor at St. Ambrose's five years ago.

At Dunwoodie Father Chidwick succeeds the Rev. James F. Driscoll, president of the seminary since 1902. Father Driscoll will fill the vacancy at St. Ambrose's.

## St. Luke's Hospital to Have a Menagerie.

Plans have been filed for remodeling the bacteriological laboratory on the second floor of St. Luke's Hospital on Cathedral Heights, improving the lighting and adding a menagerie on the first floor for the animals used in experiments. The improvements will cost \$25,000.

## Another Giant Sign for Broadway.

Plans have been filed for an electric display sign on the roof of the Hotel Normandie at Broadway and Thirty-eighth street. It will be ninety feet long and sixty feet high and will cost \$4,500.

## MILES STANDISH DAY.

Celebration of Duxbury, Mass., Have an elaborate Celebration of the Pilgrims.

DUXBURY, Mass., July 31.—The celebration of the anniversary of the landing of the Pilgrims at Plymouth and the coming of their doughty commander, Capt. Miles Standish, to this town took place to-day with historical pageantry portraying events in the history of the Pilgrims in England, Holland and in this vicinity. While Plymouth has the honor of being the first settlement of the Pilgrims, this town claims the honor of being the home of "The first soldier of New England" and his last resting place.

The initial feature of the celebration was the arrival of seven torpedo boats with ten officers from Rear Admiral Schroeder's fleet early this morning. Following shortly afterward was a meeting at the Unitarian Church, at which the chief address was delivered by ex-Gov. John D. Long. Other speakers were Lieut.-Gov. Louis O. Frothingham, Commander William S. Moore, Elmer R. Curtis and two descendants of Miles Standish, J. Miles Standish and Dr. Miles Standish of Boston. All adjourned to the Standish monument, not yet completed, and then had a dinner at the Town Hall, which was decorated to represent an old New England kitchen.

The leading feature of the day occurred in the afternoon, when the Duxbury people participated in a reproduction of some of the days of the Pilgrims. There were fireworks at night.

## PASTOR HELD GUILTYLESS.

Observations, Objections and Animadversions Do Not Avail Against Him.

The colored congregation of the Shiloh Baptist Church aired a difference of opinion in the Flatbush court yesterday. The Rev. Sedley E. Lee, the pastor, had reduced the church's balance in the Flatbush Trust Company to a deficit of one cent. He told the Court that he withdrew the \$52.70 in order to meet the rent for the church building, but Mrs. Fanny Steubb of 570 Ocean avenue, secretary of the church organization, testified that the pastor had not done so. She said that the money was used for other purposes and that the church was in a financial straits.

Rufus Perry, a colored lawyer, sided with the pastor. He said that recently the white folk of Flatbush had chipped in \$180 to help the church along and that the money was exhibited at a special thanksgiving meeting held in the church. He said that the pastor had bowed their heads before the prayerful eloquence of Mr. Lee, and lo! when they raised up their heads \$50 was missing. Mr. Perry told Mrs. Steubb that he made no insinuations, but he surely had his doubts.

Lawyer Hector McGowan Curran (white), representing the pastor, hinted that Mr. Perry was unduly excited. Hastily Mr. Perry mounted the witness stand and replied:

"I am not making any observations, as well as your objections and animadversions, have no effect whatever in the line of causing me to be held guilty of an unusual crime. In fact they only act as when the cooling zephyrs from the sea when they fan my cranium on a pleasant day in June."

## WHITEWINGS VS. WHITEWINGS.

So Many of the Pesky Moths That There Is Talk of a Midsummer Snow Contract.

For two days now it has been a case of white wings against white wings. The street cleaners are having the time of their life in an attempt to keep New York's streets free from the millions of white moths which swooped down upon the city Friday night and came in clouds of millions all day yesterday. In some parts the towns of white fell with such abundance that had it not been for the warm weather most people would have believed it to be snowing heavily. Unlike locusts, the moths are not good to eat.

The great army of moths gathered itself chiefly around the arc lights and small street lights, but there was a "look of crook in the whole city which was not invaded by them. They would not be lured by simply fluttering about a man or woman flying lightly about his head or shoulder. No, no. They had come as an invading host and were bound to go to the limit, so they got into the eyes, ears and nostrils of the human victims. Pete McCarthy, who has been in the Street Cleaning Department for years, was trying to keep the crossings free from moths yesterday afternoon at Broadway and Canal street, but he was having a struggle. He was about to telephone to headquarters for the reserves when another white wing came to his rescue.

"Jonathan," said Pete to his companion as he vigorously mopped his brow, "I have heard tell of how the locusts plagues the Egyptians and of how John the Baptist used to eat 'em with honey, but I will eat the devil if that locust plague was worse than this."

## C. WILL CHAPPELL'S WILL.

Most of the Large Estate Left to the Widow and Relatives.

UTICA, July 31.—The will of C. Will Chappell of Oneida, head of the National Chappell Company, who was killed in an automobile accident near Canastota, was yesterday admitted to probate in Oneida. The value of the estate is estimated at from \$500,000 to \$1,000,000. The will provides these bequests:

Mary B. Chappell, widow, \$100,000, and the Chappell residence, furnishings, household goods, etc.

Sarah M. Chappell, mother, the use of \$15,000. Upon her death the balance remaining is to be divided between a sister, Mrs. Chappell and Esther M. Davis, a niece.

Mary Salisbury and Emma Corey, sisters, and Miss Esther M. Davis, \$100,000 each.

Wells Cochran, who was injured in the accident in which Mr. Chappell was killed, \$10,000.

The balance of Mr. Chappell's estate is to be divided as follows: Three-tenths to Mrs. Chappell, the widow; three-tenths to a sister, Nellie Salisbury; two-tenths to a sister, Emma Corey; two-tenths to Esther M. Davis, a niece.

Left to Mr. Chappell's brother in Canastota, \$10,000, and upon his death the remaining balance is to go to his children. Mrs. Chappell is understood to have a \$140,000 life insurance and \$48,000 accident insurance.

## Duty Licensed to Sell Milk to His Father-in-Law.

EAST ORANGE, N. J., July 31.—James H. Todd of St. Cloud, West Orange, was charged in the East Orange police court to-day with selling milk without a license. Todd is a son-in-law of ex-Chief of Police Henry Blauvelt. Doing business in Orange, he has sent his wife to the line to deliver milk to his father-in-law, who is his only customer in the city. He thought it unnecessary to take a license, but the city started suit. The case was dismissed because the city had no one in court to press it. Then Todd took out a license to avoid further trouble.

## Blind Man Gets Marriage License.

A blind man obtained a marriage license yesterday at the City Hall. He is John Randall James of 485 West Twenty-second street. He is to marry Miss Mary E. Hyatt, who lives in an apartment at the same address. Mr. James is 40 years old and Miss Hyatt is 42. Mr. James said that he was at one time a broker in Wall Street.

## IN SOCIETY.

Society events will follow each other in rapid succession at Newport in this and the remaining three weeks of the season. The horse show opening on September 6 comes as an aftermath, some cottagers remaining, others returning for the summer for the first time, and then the big dinner next Saturday. This will be the last of the season. The yacht show will be on Saturday. The season will be on and on Saturday the races for the King's cup.

Saturday night has, as usual, been selected by many maidens at Newport for their weekly dinners. Mrs. Pembroke Jones among the number. Mr. and Mrs. Henry Byrnes, who give their first big dinner next Saturday, will give others on Saturdays in August. Mrs. Barger Wallace is giving a series of Saturday dinners.

Robert Mason Winthrop, second secretary of the American Legation at Rome, is on a six weeks visit with his mother, Mrs. Robert C. Winthrop, at her seashore cottage at Manchester by the Sea. Gifted with a number of years at Bordentown, N. J., are credited. He is said to be frequently the guest of Duquesne d'Uzes, sister of the late Duc de Chaulnes, who was over here for his wedding.

John Jacob Astor and his son, Vincent Astor, will arrive in England within a day or two. Mrs. John Jacob Astor, who has been abroad for the last few months, is going soon to the Yorkshire moors, where she will be the guest of another matron, Mrs. Rupert Beckett, at her country house. Mrs. Beckett is a daughter of Berkeley Charles Sidney Paget, one of the several brothers of Sir Arthur Paget and Almeric Paget, whose wives are American women.

After this brief visit she will pass the remainder of August in a cottage she has taken at North Berwick. Mr. and Mrs. Astor will return as usual in the early autumn to their place at Rhinebeck on the Hudson.

Among those who sailed yesterday for Europe were Congressman Eugene O'Connell of Jersey City, with his mother and sister, Mrs. Anna O'Neill of 319 West Ninety-fifth street, one of the four daughters of the late T. J. O'Neill. The engagement of the couple was recently announced and the wedding will take place in November at the bride's home, Miss Terry, who has been visiting with friends at their country place on Long Island, sailed yesterday for Europe with her parents, Rear Admiral and Mrs. Sir W. Terry, for the remainder of the summer.

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Mr. and Mrs. Frank H. Witherbee and their daughter, Miss Evelyn Witherbee, who have been at their country place at Port Henry for several weeks, are to visit

Miss Charlotte Pell and Harold Godwin gave dinners last Monday night at Belvoir, Newport. After the dinner, Mr. and Mrs. Carroll gave a dinner that night at her cottage in Clay street. Mrs. John R. Drexel gave one of the Tuesday dinners. On Friday night Mrs. George W. Kie entertained a number of guests. Dinners were given on Thursday by Mrs. Eliza Dyer, Edward C. Knight, Mr. and Mrs. W. L. Andrews, the Messrs. Wetmore and Mrs. Herbert M. Harriman.

Mrs. Henry F. Dimock, aunt of Harry Payne Whitney, is located for the summer at her Bar Harbor cottage and will have for one of her guests in August Miss Varva Pulin, who made her social debut last winter at a tea and dance given by her father, Prof. Michael Pulin of 1 West Sixty-second street.

Dr. and Mrs. Charles Gilmore Kerley, who leave on the Kronprinz Wilhelm next Tuesday for Europe, will attend the international medical congress in Budapest. Mr. and Mrs. William M. V. Hoffman will also on that day. Mr. and Mrs. J. Pierpont Morgan, Jr., leave on Wednesday night to return to their home in the Christmas holidays. Judge and Mrs. Francis M. Scott, who returned recently from a European trip, will go over again next Saturday.

Miss Gabriella M. Dexter, daughter of Mr. and Mrs. Stanley W. Dexter of this city, and Thomas W. Pierce of Boston are to be married to-day in the Adirondacks. The bride is a niece of the late Ward McAllister and the bridegroom a member of a well known Boston family. After the honeymoon the couple will live at Topfield, one of the show places near that city.

Marques Duemer, who has been in New York for several days, will remain in the city until the end of the week. He is a Frenchman and is a friend of the Baroness de Grafton and her friends, the Misses Violet Hamilton and Gertrude Hamilton, have been here for the last week. The girls passed their one day at Newport. Baron and Baroness Ludwig-Koop of Tunbridge Wells, England, and their infant daughter are visiting the parents of the Baroness, Mr. and Mrs. Joseph Sargent, at their country place at Manchester by the Sea. Count Janid of Cologne has been with friends at Point Pleasant, N. J. Baron and Baroness Sargent are expected to arrive from Europe to-day. Since their marriage six years ago they have been living on the estate of the Baron, near Paris. Baroness Sargent is a niece of Miss Ellen Nixon Wain of Philadelphia and is a great-granddaughter of Robert Morris.

The wedding of Miss Victoria Marchant Parks and Capt. John Arthur Hughes, U. S. M. C., will take place next month at the residence of the bride's father, Capt. Wythe M. Parks, U. S. N. Mrs. Wythe M. Parks and Miss Parks will pass the month of the wedding at the home of the bride's father, Capt. Wythe M. Parks, who will probably go to Panama after the event, as Capt. Hughes expects shortly to be transferred to duty there.

James Stillman goes to his Newport cottage to-day, and his son-in-law and daughter, Mr. and Mrs. Percy A. Rockefeller, will pass August there as usual. Ernest G. Stillman has been the guest of late of his brother and sister, Mr. and Mrs. William Rockefeller, at their park in the Adirondacks. All will go on to Newport before the end of the season.

Mr. and Mrs. T. J. Oakley Rhinelanders are the guests at Bar Harbor, Me., of Miss Serena Rhinelanders, the wealthy maiden aunt of the Messrs. Rhinelanders, and their cousin, the Messrs. W. Rhinelanders, Lamont Stewart and Mrs. F. S. Witherbee.

The Misses Morris after their arrival from Europe went first to visit relatives at Morley Brook. Now they are with their stepfather and mother, Commodore and Mrs. Lewis Cass Lodge, at Sunset Ridge, their place on Ride road, Newport. The second Miss Morris probably will be a debutante of next winter.

Miss Helen Phelps Stokes has been the guest recently with her father, Anson Phelps Stokes of his brother and sister-in-law, the Rev. and Mrs. A. P. Stokes, at their Lenox cottage.

Dr. and Mrs. Arthur Wharton Swann, formerly Miss Susan Sedgwick, who was married recently, returned to Stockbridge after their preliminary honeymoon jaunt. They will now go to Europe for a few weeks, stay and while absent will visit Mrs. W. H. Whitridge and the Misses Whitridge, who are cousins of Mrs. Swann. Mr. and Mrs. W. H. Whitridge, who had a quiet home in the White Mountains, they will remain until after the tennis tournament, which opens on Tuesday, and will leave for the early autumn.

Miss Marguerite Shonts is visiting with her friend the Duchess of Manchester in Ireland. She will return in the autumn to join her father, Mr. Shonts, at the Lenox. Mrs. Shonts and her second daughter, Duchess de Chaulnes, who will

have been through two years of widowhood next December, have been located for the summer at the Chateau de Bourmout, near Epervan, France. Rumors of her engagement to Prince Joachim Murat, whose grandparents made their home here for a number of years at Bordentown, N. J., are credited. He is said to be frequently the guest of Duquesne d'Uzes, sister of the late Duc de Chaulnes, who was over here for his wedding.

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Lieutenant Stewart, Mrs. Witherbee's brother, at White Lodge, Newport. Miss Witherbee is a cousin of Miss Anita Stewart, fiancée of Don Miguel de Braganza. Miss Stewart's mother, Mrs. James Henry Smith, has taken Tulloch Castle, a country place in Inver-shire, England, where she will entertain until autumn. Lieutenant Stewart has already issued invitations in anticipation of the visit of his relatives. He will give a dinner on August 19 at his house on August 21 and dine on August 28 and August 31.

Mrs. Clarence H. Mackay and her children, who were at the Belmont last week to see Mr. Mackay off for Europe, will spend several weeks at Lake Champlain. Mr. Mackay will visit Scotland, where he will entertain friends at his shooting box.

Mr. and Mrs. Robert McClure, after a year's honeymoon in Europe, have returned. Wade Chance, who arrived from England on Thursday, will make but a short stay. Mrs. Wade Chance, who was Mrs. Van Rensselaer Cruger, has given a number of dinners at her London house during the last season. Mr. and Mrs. Charles B. Alexander and three of their daughters, the Misses Harriet Alexander, Janetta Alexander and Mary Crocker Alexander, are on the steam yacht Sullivan in the annual cruise of the New York Yacht Club. They will return to Tuxedo by the middle of September.

The Messrs. Jacob Wendell, Frank Crowninshield, Edward Crowninshield, the Misses Mabel Choate, Grace Brownell, Eleanor Brownell, Margaret French and Eleanor Rodman were among the amateurs who took part last night in a vaudeville performance at the Stockbridge Casino for charity. A similar entertainment will be given at Narragansett Pier on the night of August 18.

There are several weddings scheduled for the autumn in which the bridegrooms will be foreigners of title besides that of the Marquis de Charette with Miss Suzanne Benning. This will probably be celebrated at the home of the bride's parents, Mr. and Mrs. James Williamson

Running at 119 East Thirty-seventh street. Miss Benning, who is very pretty, small and vivacious, has been for the most part of the last five years in Europe.

The bazaar to be held at the Newport Casino next Wednesday for the benefit of the Swedish Lutheran Church will be an elaborate affair. The patronesses will include Mrs. Edward J. Berwind, Mrs. Barger Wallace, Mrs. Henry Barton Jacobs, Mrs. Lorillard Spencer, Jr., Mrs. Paulding Fossick, Mrs. William F. Fulam, Mrs. Eliza Dyer, Mrs. Amos Tuck French and Mrs. French E. Chadwick. Among those who will sell articles at the stalls will be Mrs. Charles de L. Combs, Mrs. Smith Hollins McKim, Mrs. Lorillard Spencer, Jr., Mrs. Sydney Jones Colford, Jr., Mrs. Paulding Fossick, the Misses Laura Swan, Julia Sands, Jennie Wallace, Blanche Oelrichs, Eleanor

Boalser, Constance Kean, Alice Lundy, Marianna Fallon, Miss Grosvenor, Margaret Butten, Annie Russell. Others who will appear in the vaudeville show will be Misses Alice Anderson, Julia Foster, Marguerite Mason, Helen Parker, the Messrs. Jack Potter, Newton Adams, V. Phelps, Jr., William Phelps, Jr., Capt. Louis M. Little, U. S. N., Mr. Mrs. Arthur I. Keller, Swedish decorations and costumes will be featured.

Dr. Charles Sumner Dooley and Mrs. Dooley, who was Mrs. Adelaide O'Connell, will be in town this week before leaving for England for the remainder of the summer. They were married a few days ago in the city of Mexico. Their residence is at the Hotel de Mexico, 111 Avenue de la Reforma. They will be in the city of Mexico for a few days before starting for Vera Cruz on route to Mexico. They will make their home in Mexico.

## Stern Brothers

## Women's Trimmed Hats

## The Latest French Models for Midseason

## Including The Russian Turban

## French Mourning and Semi-Mourning

## Hats, Bonnets and Toques

## (SECOND FLOOR)

## Women's Cloaks and Capes

## Special for Monday

SILK RUBBER RAIN COATS, AT \$10.50, 12.75, 16.50

NEW MODELS, AT 12.75, 16.50

SILK RUBBER CAPES, AT 12.75, 16.50

## Closing Out the Remainder of

## Linen, Pongee and Gloria Motoring &amp; Traveling

## Coats at Unusually Low Prices

## Women's Summer Gloves

## At Decided Reductions

INCLUDING PLAIN AND EMBROIDERED SILK AND SILK MESH AND PLAIN SUED Lisle IN LONG AND SHORT LENGTHS.

ALSO

16 GLOVE LENGTH SILK, MESH AND Lisle

GLOVES, IN BLACK, WHITE AND COLORS, AT 58c

Values up to \$1.25 Pair

## Household Linens

## At Unusually Attractive Prices

ODD SATIN DAMASK TABLE CLOTHS,

2 x 2 yards \$1.75, 3.38 2 1/2 x 2 1/2 yards \$2.90, 4.5